

**Minutes of the Meeting
December 3, 1998**

Projects Reviewed

Convened: 9:00am

Newhalem-Diablo Master Plan
Eritrean Association Community Center
Thornton Creek Watershed Environmental Learning Center
King Street Station Redevelopment
King Street Station Area Improvements

Adjourned: 3:00pm

Commissioners Present

Rick Sundberg, chair
Moe Batra
Carolyn Darwish
Gail Dubrow
Bob Foley
Jeff Girvin
Gerald Hansmire
Jon Layzer

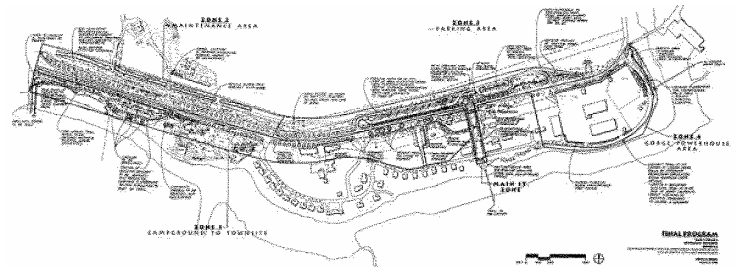
Staff Present

Vanessa Murdock
Peter Aylsworth
Rebecca Walls

120398.1 Project: **Newhalem-Diablo Master Plan**
 Phase: Design Development
 Presenters: Michele Lynn, City Light
 Kent Scott, Jones & Jones
 Attendees: Virginia Hassinger, City Light
 Diane Hilmo, City Light
 Charles Scott, Jones & Jones
 Time: 1 hr. (0.3%)

The Newhalem and Diablo Master Plan is intended to improve the aesthetics of the towns of Newhalem and Diablo and the circulation within them to enhance visitors' use of the site while reducing maintenance requirements for City Light staff.

The specific project goals for Newhalem include improving the visitor experience, maintaining and enhancing the level of service operations, reducing maintenance requirements, enhancing the 'sense of place', and supporting the historic district. The goals for the Diablo plan are to improve the entry experience at the Tour Building, define parking, and improve the miscellaneous visitor elements.



Newhalem Master Plan

The project budget is approximately \$550,000 for planning and design, and an estimated \$2.7 million for construction. The construction documents should be completed by May of 1999 with construction between August and October of 1999.

The project was divided into five zones, each with specific program elements. All zones will comply with ADA regulations, and will take into account snow removal and site furniture needs. The primary changes will focus on reducing the landscape maintenance through the replacement of mowed turf along the road with native plantings, linking Main Street with the National Park Service campground to the west with a pedestrian trail system, and using an allee of trees along the highway to calm traffic speeds and lead visitors toward Main Street. The Diablo improvements are focused on expanding the wildness of the reflector bar landscape around the new gravel parking area.

Discussion:

- Girvin:** This project displays a wonderful sensitivity toward the existing natural and cultural elements. Are the service area screening elements and the terminus of Main Street part of the Master Plan?
- Scott:** The screening elements are part of the work that will be conducted in 1999. The Main Street north end terminus is in the Master Plan as an existing element. The south end recommendations, relating to the suspension bridge, are not scheduled for implementation as part of the improvements that will be done in 1999.
- Lynn:** City Light is developing five separate projects and wanted to develop a Master Plan that would integrate them all together. Redeveloping Main Street itself is not part of these projects.
- Dubrow:** By what principle were improvements to Main Street omitted from the plan? Main Street is a crucial focal point for visitors and should be developed as a destination point.
- Lynn:** The decision was not made by those of use working on the project. It was negotiated at an earlier date as part of the relicensing proceedings. I don't know

why Main Street was not a specific project. The required Visitor Center will be located on Main Street which may result in additional improvements.

Dubrow: The work on legibility and screening is great. The priorities don't make as much sense to me. The strength and importance of Main Street as the focal point for Newhalem is underrated.

Scott: I think that the Master Planning efforts on the part of City Light are commendable. We have tried to set up a series of mechanisms that will ultimately lead to Main Street improvements. Locating the Visitor Center on Main Street was an important step.

Foley: Who are the primary visitors of the site and how long do they stay?

Scott: Highway 20 has been proposed as a Scenic Highway. The typical users range from bikers to RV drivers and tour groups. The primary attraction are the public restrooms and the convenience store. Whether or not use will increase with this project is unknown.

Darwish: What are the alternatives to removing the turf areas?

Scott: The alternative is to leave the turf as it is. The lawns are currently hand watered and mowed. The native plants that are proposed would be very low maintenance.

Lynn: We will also be removing the declining trees and using native plants where possible. The native plantings will require higher maintenance at the beginning, but less in the long term.

Dubrow: How would you prioritize the interventions and improvements?

Lynn: That is a difficult question to answer. From my perspective, circulation and signage are the key components.

Scott: The plantings are important, but circulation and signage are important in giving the area a sense of place.

Dubrow: I am concerned that circulation and signage improvements may not accomplish the goal of getting people off the road.

Lynn: The allee of trees is a way to get people's attention as they approach the Main Street area.

Girvin: The allee is a vital element. It is a significant and simple improvement.

Sundberg: I agree with the goals of the project. This site has incredible educational opportunities along the path. There are opportunities for displaying how the site was restored by incorporating before and after photos. Incorporating large artifacts would also enrich the experience with a multi-sensory experience.

Dubrow: The north end of Main Street needs a large anchoring element with clear views of the bridge at the south end of Main Street. The north end of Main Street needs to be activated. Building simple pedestals for found objects and artifacts would go a long way in anchoring the space without extensive costs. Improving the suspension bridge visibility and accessibility will draw visitors down Main Street, making the Gorge Inn restoration more feasible.

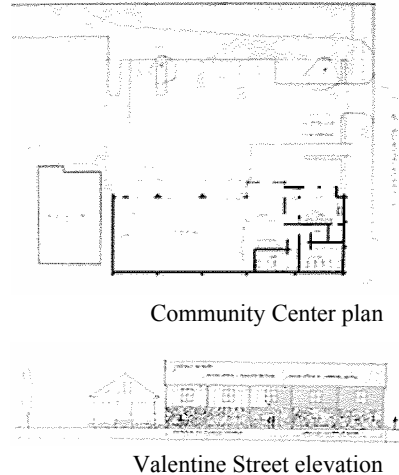
Action: **The Commission commends the design team and City Light for developing a thorough Master Plan that effectively integrates the five individual projects.**

- **The Commission appreciates the sensitive handling of the natural and manmade landscape,**
- **encourages the development of creative solutions for activating the north end of Main Street with a terminus, and**
- **recommends creative graphical methods of conveying information throughout the project to a diverse audience of visitors.**

120398.2 Project: **Eritrean Association Community Center**
 Phase: Schematic Design
 Presenters: Tsegai Abraha, Eritrean Association
 Hazel Bhang, Housing and Human Services
 Bob Wagner, Robert Wagner Architecture and Planning
 Attendees: Greg Somers, Robert Wagner Architecture and Planning
 Time: .75 hr. (hourly)

The Eritrean Association Community Center will be located at the corner of Valentine and Massachusetts Streets. An existing house, also owned by the Eritrean Association, is adjacent to the proposed Community Center site. The Community Center has received a Block Grant of \$200,000 for construction. Additional funding will be acquired through donations.

The Community Center program will include a multi-purpose room for recreational activities, a kitchen that extends out onto a patio near the parking lot, a lobby, and restroom facilities. The L-shaped building opens up to the parking lot for large gatherings. A series of murals is proposed for the Valentine Street facade rather than the typical store front windows.



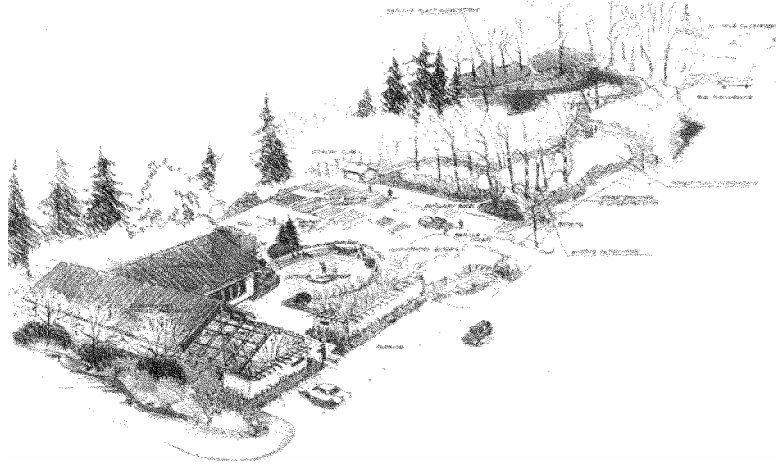
Discussion:

- Darwish:** I don't think that the murals are an adequate way of addressing the streetscape.
- Dubrow:** What will the murals depict? Has an artist been selected?
- Abraha:** The murals will depict images associated with the Eritrean culture. The actual murals have not yet been designed, and an artist has not yet been selected.
- Wagner:** The alternative to murals would be landscaping.
- Dubrow:** I understand the location of the kitchen so that cooking can be done outdoors, but it is also important to place interior uses that can be revealed with windows along the sidewalk.
- Hansmire:** Perhaps the murals could be broken up by a bay of landscaping. The murals could also depict what is happening inside the building.
- Dubrow:** The murals appear to be decorations that are trying to mitigate a layout decision. With the lack of a powerful mural design to consider, there must be alternative schemes that locate the kitchen near the outdoor cooking space while locating activities at the corner.
- Sundberg:** Without an artist's proposal, it is difficult to evaluate the mural and its ability to enliven the streetscape. The overall approach of orienting the programmatic uses toward the parking lot rather than the street will set an undesirable precedent for the surrounding properties.
- Dubrow:** I recommend switching the kitchen and restroom spaces. The kitchen could still have a connection to the lobby and an outdoor cooking space and could also have windows on the corner that reveal interior activities. The current scheme seems too protective of the building's uses. It is important to reveal some of the vitality and interior activities to the neighborhood.
- Abraha:** Switching the kitchen and restrooms shouldn't be a problem as long as the kitchen is easily accessible from the parking area. Many of the activities require outdoor cooking with gas grills.

- Dubrow:** I am trying to find a way to break up the Valentine facade with openings of activity.
- Wagner:** An alternative would be to add larger windows, with impact resistant glass, along Valentine Avenue into the multi-purpose space.
- Dubrow:** If food preparation is an important part of Eritrean cultural activities it makes more sense to reveal those activities.
- Abraha:** The multi-purpose room will probably be for recreational use. The kitchen space is a good opportunity to reveal important activities.
- Sundberg:** What will the materials consist of?
- Wagner:** The building will be funded through donations and grants. It will be standard wood frame with plywood and channel siding, scissor trusses, and asphalt shingle roofing.
- Girvin:** The landscaping should be chosen of durable plants that can survive being walked on. The outdoor food preparation space should be designed to include the single parking stall adjacent to it.
- Dubrow:** The concerns about noise are valid, but windows at the street corner shouldn't cause a problem. Opening the facades to the street where appropriate will increase safety on the street and will reveal interior activities.
- Abraha:** Our main concern is not disturbing neighbors during Eritrean functions. We aren't trying to hide activities from the houses across the street.
- Batra:** What will the existing house be used for?
- Abraha:** It will house the main offices.
- Dubrow:** What is the project's budget?
- Wagner:** The total construction budget is unknown at this point. Four structural bays worth of the building have been funded thus far. We added the fifth bay because it seemed to make sense programmatically. Additional funding will come from donations.
- Hansmire:** I have concerns regarding the lack of windows. I like the kitchen located near the outdoor space, but would also like to see the street facade more activated. I encourage you to explore other ways to reveal the interior activities. Perhaps the central bay could be glass.
- Action:** **The Commission encourages continued development of the community center in an effort to preserve its function without compromising street vitality**
- **The Commission has concerns regarding the Valentine Avenue facade and encourages the relocation of interior activities that can be revealed along the street,**
 - **encourages the selection of an artist for the murals as soon as possible,**
 - **recommends consideration of the kitchen outdoor space and the isolated parking space as a whole,**
 - **encourages the installation of trees where possible, and**
 - **requests a future review of the project prior to the completion of design development.**

120398.3 Project: **Thornton Creek Watershed Environmental Learning Center**
 Phase: Pre-Design
 Presenters: Pamela Miller, Seattle Public Utilities
 Time: .5 hr. (0.3%)

The Environmental Learning Center (ELC) will be located on a site adjacent to the existing Meadowbrook Pond. Three schools are located near the site and use the landscape as an educational tool. Inclement weather, however, makes using the landscape difficult at times. The ELC would provide additional space for classrooms, equipment, and restrooms. The building itself is intended to serve as an educational tool through the use of recycled materials and ecologically sound design.



Environmental Learning Center in foreground

The ELC project is currently in the pre-design phase and a consultant has not yet been selected. The project will participate in the one percent for art program.

Discussion:

Dubrow: This project is headed in the right direction. Is there a set of design principles or guidelines for the project?

Miller: We plan to develop a set of design principles once the design team is assembled.

Girvin: I live about a block from this site and it is a phenomenal public project. The concept of a "green building" as an addition is consistent with the original concept. I would hate to see the vision compromised.

Dubrow: The Design Commission could host a meeting with all of the appropriate persons involved to establish the vision and goals for the project.

Miller: I would like the design team to have some sort of oversight group.

Murdock: Has a consultant been selected?

Miller: No.

Dubrow: The Design Commission should probably be involved in the consultant selection process in addition to hosting the initial session .

Foley: The Eco Building Guild would be a good resource for contacting architects and consultants experienced in this type of design.

Dubrow: How is this project funded?

Miller: We have \$200,000 for project development and are still raising additional funding.

Dubrow: Will the design process for this project differ from the pond design project?

Miller: The pond was an in-house design with special consultants. We held community meetings every month for four years. We established a Citizen Advisory Committee to work through community concerns.

Dubrow: How will you mesh the fast track nature of the project with community involvement?

- Miller:** That is my primary task. I have developed a good working relationship with the community through the park project and will continue working with them.
- Girvin:** Using the Community Advisory Committee will help keep on the fast track.
- Miller:** We plan to brief the community this month.
- Sundberg:** I think using the “green building” design as an educational tool is great.
- Action:** **The Commission appreciates the briefing and approves the direction of the project. The Commission would like to be involved in the consultant selection process and in hosting a pre-design session with city staff and consultants. The Commission recommends using the Eco Building Guild as a resource.**

120398.4 Project: **Commission Business**

Action Items:

- A. MINUTES OF NOVEMBER 19TH MEETING: Approved as amended.

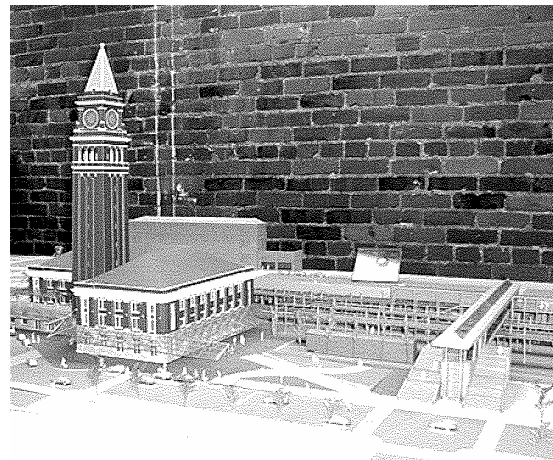
Discussion Items:

- B. FEDERAL COURTHOUSE: Patrick Doherty discussed the Federal Courthouse proposed for the site between Seventh and Eighth Avenues and Stewart and Virginia Streets. Early conceptual development is being done by NBBJ. The federal agency has a policy for trying to comply with local requirements and policies, although it is not required to do so. The Design Commission and the Design Review Board will offer advice and recommendations through subcommittee review of the project as it develops.
- C. PUBLIC PRIVATE PARTNERSHIPS: With the assistance of Councilmember Donaldson's staff, Design Commission staff has been in contact with David Harrison, the facilitator of the newly formed Public-Private Partnership Task Force. The Design Commission had established as part of its 1998 work plan further research into public-private partnerships within the City. David Harrison graciously invited Design Commission staff to the second meeting of the Task Force on December 8th to update the task force members on the Commission's involvement in public-private partnerships to date. In addition, the task force has offered to share any research on the topic generated and the Design Commission has reciprocated that offer.
- D. EXECUTIVE DIRECTOR SEARCH PROCESS: The first round of interviews are being scheduled during the month of December. The second round of interviews will be scheduled for January.
- E. LIGHT RAIL REVIEW PANEL UPDATE: At the December 2 meeting, the panel discussed implementation issues and the meshing of the LRRP's comments with city staff comments in a manual being generated. The 900 page DEIS will be released on December 4th with an executive summary and locally preferred alternative stations locations. Sound Transit will continue to evaluate tunneling in the Rainier Valley until mid-January. It will then decide whether or not to include it in the DEIS.
- F. MERCER CORRIDOR IMPROVEMENTS: The Mercer Corridor Improvements project is a proposed transportation project. The Commission will follow its development and review plans during the first quarter of next year.

120398.5 Project: **King Street Station Redevelopment**
 Phase: Update Briefing
 Presenters: David Clinkston , OTAK, Inc.
 Gary Hartnett, OTAK, Inc.
 Stephen Johnson, Hardy Holzman Pfeiffer & Associates
 Bill Will, artist coordinator
 Attendees: Julie Blakeslee, OTAK, Inc.
 Mark Clemmens, Seattle Transportation
 Susanne Friedman, Seattle Planning Commission
 Brad Hoff, Pacific Rim Resources
 Steve Leach, Washington State Department of Transportation
 James Leong, Seattle Arts Commission
 Art Louise, OTAK, Inc.
 Jack Mackie, Seattle Arts Commission
 Ethan Melone, Strategic Planning Office
 Kenichi Nakano, Nakano Dennis
 Gale Nickel, Washington State Department of Transportation
 Steve Pearce, Strategic Planning Office
 Carroll Smith, Seattle Transportation
 Time: 1 hr. (N/C)

The King Street Station project includes the station restoration, platforms for Sound Transit Commuter Rail, and artist components. The station will be a diverse intermodal terminal for various transportation types; commuter trains, Amtrak trains, buses, taxis, and cars.

Structural repairs include replacing the first floor slab and many of the foundation piles. An underground river has eroded the soil underneath the east side of the station causing piles to settle and the floor to crack. The new reinforced concrete slab will connect the new and existing piles into a seismically sound floor system. The tower will have added steel cross bracing and will be tied to the building. Exterior brick and terra-cotta details will also be repaired. The tower clock will be repaired, cleaned, and reilluminated as well as the glass shingle roof on the tower. The existing antenna towers will be permanently removed from the roof. The metal sheathing on the exterior canopies will be replaced with glass, allowing more light on the platforms and into the building.

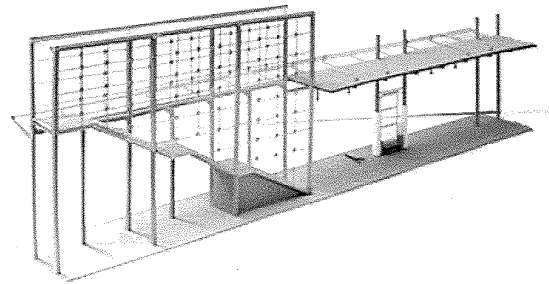


View northeast of station, Stationmaster's garden, and Weller Street bridge

The interior of the building will have restored finishes as well as programmatic arrangements. The acoustical ceiling will be removed and the balcony will be restored. Portions of the mosaic floor in the main waiting room will be carefully removed while the slab is replaced and then put back as a border around a new interpretive torazzo floor pattern.

Decorative metal pilasters attached to the benches in the main waiting room will provide discreet locations for ventilation diffusers and announcement speakers.

The art program includes seven major projects; floor patterns in the ticketing hall and children's waiting room, the Stationmaster's Garden, a vertical sculpture south of the platforms, seating in the north courtyard, and a giant ring in the triangular hole at Fourth Avenue and Jackson Street.



Model of platform stair canopy

Discussion:

- Mackie:** What is the art program budget?
- Hartnett:** The giant ring and the garden are not officially in the budget.
- Girvin:** If the garden doesn't get built, what is the alternative?
- Hartnett:** It would probably be a parking lot—Amtrak needs additional parking. I am confident that we can fit the garden into the budget.
- Layzer:** Will there be bus congestion around the station during stadium events?
- Blakeslee:** We have done pedestrian traffic studies for many different scenarios, such as during stadium events at rush hour, with pulse Amtrak patrons exiting the station.
- Layzer:** I appreciate the simplified approach to the stair canopies. The Weller Street Bridge connection and the canopy intersection south of the station are not yet fully resolved.
- Hartnett:** The platform canopy doesn't touch the station canopy. The canopies are in schematic design and will be further developed.
- Girvin:** The neutrality of the stair canopy is overwhelming. I encourage exploration of additional articulation to provide more visual interest.
- Clinkston:** The stair canopies have been kept simple in form and materials to allow views of the station.
- Girvin:** The roof form could be altered slightly to reduce the mass without distracting from the station.
- Hansmire:** I like the stair canopy design as a simple glass box, the lower section could be shortened to reduce the height above the bottom steps. I think the simplicity of the design is sensitive to the Weller Street Bridge architecture as well as the station.
- Foley:** I appreciate the incredible sensitivity and care given to the building and its historical character. I also appreciate the provision of outdoor seating, but encourage the use of more plantings and trees.
- Batra:** Will acoustics be a problem in the main waiting room?
- Johnson:** We are currently looking at the acoustical issues. We are developing a speaker system for announcements that will be hidden in short metal pilasters at the ends of the wooden benches. This would allow the speakers to be kept low and frequent, reducing the need for high volumes and subsequent echoes.
- Action:** **The Commission appreciates the briefing and the sensitivity and care given to the station restoration.**
- **The Commission encourages the inclusion of all art pieces as envisioned in the project budget,**
 - **recognizes that the Stationmaster's Garden is a crucial element as it relates directly the station's function and should be included in the final budget, and**

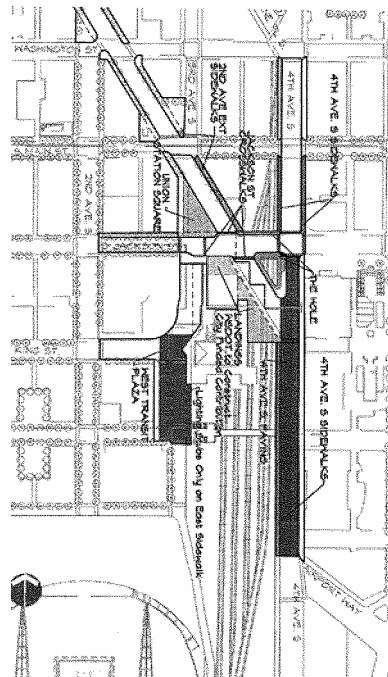
- supports the platform canopy and stair canopy designs and encourages further refinement of the connection to the Weller Street Bridge.

120398.6 Project: **King Street Station Area Improvements**
 Phase: Concept Briefing
 Presenters: Mark Clemmens, Seattle Transportation
 Ethan Melone, Strategic Planning Office
 Attendees: Julie Blakeslee, OTAK, Inc.
 David Clinkston, OTAK, Inc.
 Susanne Friedman, Seattle Planning Commission
 Gary Hartnett, OTAK, Inc.
 Brad Hoff, Pacific Rim Resources
 Stephen Johnson, Hardy Holzman Pfeiffer & Associates
 Steve Leach, Washington State Department of Transportation
 James Leong, Seattle Arts Commission
 Art Louise, OTAK, Inc.
 Jack Mackie, Seattle Arts Commission
 Kenichi Nakano, Nakano Dennis
 Gale Nickel, Washington State Department of Transportation
 Steve Pearce, Strategic Planning Office
 Carroll Smith, Seattle Transportation
 Bill Will, artist coordinator
 Time: 1 hr. (0.3%)

Two workshops were hosted by the city in response to community concerns that the improvements were focused only on street improvements without consideration of the larger King Street Station context. The workshops were intended to identify a long-term vision for pedestrian connections to the station, now and in the future. The plaza to the west and to the north of the station were identified as key improvements to connecting the station with a pedestrian network.

The King Street Area Improvements Urban Design Study has been completed. The report outlines the development vision for the area, presents a series of pending and future improvement projects, and provides a set of area recommendations and guidelines.

In 1999, city staff will identify the remaining unfunded portions of pedestrian improvement plans for surrounding developments. Once identified and prioritized, efforts will be made to acquire funding for the various projects that will complete the pedestrian network.



Plan of proposed improvement areas

Discussion:

- Clemmens:** The area west of the station at Third Avenue will be improved to meet Pioneer Square standards in paving, lighting, and other elements. The section along Fourth Avenue will have pavement improvements and an improved bridge drainage system.
- Hartnett:** A temporary Amtrak station will be constructed at the south end of King Street Station. The station will require improved pedestrian access along Third Avenue by April of 1999.
- Layzer:** I have some concerns that the city is providing a core of improvements without a guarantee that additional improvements will continue to be made throughout the area. I encourage continued cooperation and development to complete the additional improvements in the future.
- Sundberg:** I like the idea of compiling the remaining improvement projects next year.
- Layzer:** This area has received major grants recently which may make additional funding difficult to obtain.
- Melone:** It will be difficult. Many grants aren't setup to address pedestrian improvements. Once the initial improvements are complete, it is important that we keep our attention focused on the next wave of improvements. We need to keep the stakeholders focused on continued pedestrian connections, wayfinding, and community parking. The same spirit of perseverance that has been crucial in developing this project to date will need to be maintained.
- Hansmire:** Important improvements will also be made on surrounding private property that should be considered in conjunction with these improvements. The Stationmaster's Garden will be a key element that links the Third Avenue improvements to the station.
- Hartnett:** There will be a projected 25,000 to 40,000 new pedestrians in this area once the stadium and station projects are completed. This will result in crowds of people at Fourth Avenue and Jackson Street and along Third Avenue.
- Layzer:** It may be the creation of a new neighborhood.
- Action:** **The Commission appreciates the briefing and encourages continued efforts to combine the uncompleted pieces into one plan. The Commission supports the effort to increase density in the area requiring additional improvements to complete the original vision.**